**Construction Management**

**Plan**

**48 Avenue Road, London, NW8 6HS**

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**For Internal use only**

Please initial and date in the relevant section of the table.

The **highlighted areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.

**Pre app**

|  |  |
| --- | --- |
| Community liaison |  |
| CLOCS |  |
| Transport |  |
| Highways |  |
| Parking |  |
| Environmental health |  |
| Sustainability | *(attach appendix if necessary)* |
| Sign off |  |

**Draft**

|  |  |
| --- | --- |
| Community liaison |  |
| CLOCS |  |
| Transport |  |
| Highways |  |
| **Parking** |  |
| Environmental health |  |
| **Sustainability** |  |
| Sign off |  |

INDICATES INPUT REQUIREMENT FROM MULTIPLE TEAMS THROUGHOUT DOCUMENT

**Introduction**

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any **cumulative impacts of other nearby construction sites**, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and kind of development. Further policy guidance is set out in Camden Planning Guidance [**(CPG)** 6: Amenity](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en) and [**(CPG)** 8: Planning Obligations](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en).

This CMP follows the best practice guidelines as described in [Transport for London’s](https://www.tfl.gov.uk/info-for/freight/safety-and-the-environment/improving-construction-safety) (TfL’s Standard for [Construction Logistics and Cyclist Safety](http://www.clocs.org.uk/standard-for-clocs/) (**CLOCS**) scheme) and [Camden’s Minimum Requirements for Building Construction](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=3257318) **(CMRBC)**.

The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise in relation to the construction of the development. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMPdoes not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

If your scheme involves any demolition, you need to make an application to the Council’s Building Control Service. Please complete the “[**Demolition Notice**](http://www.camden.gov.uk/ccm/content/environment/building-control/file-storage-items/demolition-notice---the-building-act-1984-section-80-notice-bc104-.en)”

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document is completed electronically and submitted as a Word file to allow comments to be easily documented.

(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically. **Timeframe**

**DEVELOPER ACTIONS**

**COUNCIL ACTIONS**

**Post app submission**

**0ommunity liaison**

**Appoint principal contractor**

**Requirement to submit CMP**

**Begin community liaison**

**Work can commence if draft CMP is approved**

**Council response to second draft**

**Resubmission of CMP if first draft refused**

**2ommunity liaison**

**3ommunity liaison**

**1ommunity liaison**

INDICATIVE TIMEFRAME (MONTHS)

**4ommunity liaison**

**Council response to draft**

**Submit draft CMP**

**Contact**

1. Please provide the full postal address of the site and the planning reference relating to the construction works.

Address: 48 Avenue Road, London, NW8 6HS

Planning ref: 2012/3861/P

Type of CMP - Section 106 planning obligation

2. Please provide contact details for the person responsible for submitting the CMP.

Name: Stephen Merritt

Address: SAB Projects, Summer Lodge, Edwin Road, West Horsley, Surrey, KT24 6LN

Email: Stephen@sabprojects.co.uk

Phone: 07894 529813

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: Stephen Merritt

Address: as above

Email: Stephen@sabprojects.co.uk

Phone: 07894 529813

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3.

Name: Stephen Merritt

Address: as above

Email: Stephen@sabprojects.co.uk

Phone: 07894 529813

5. Please provide full contact details of the person responsible for community liaison/dealing with any complaints from local residents and businesses if different from question 3. In the case of [**Community Investment Programme (CIP)**](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/placeshaping/twocolumn/the-community-investment-programme.en), please provide contact details of the responsible Camden officer.

Name: Stephen Merritt

Address: as above

Email: Stephen@sabprojects.co.uk

Phone: 07894 529813

6. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: Stephen Merritt

Address: SAB Projects, Summer Lodge, Edwin Road, West Horsley, Surrey, KT24 6LN

Email: Stephen@sabprojects.co.uk

Phone: 07894 529813

**Site**

1. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

See attached site location plan. Property is located on Avenue Road, close to junction with Norfolk Road (opposite) and Elsworthy Road. CMP applies to works in connection with planning application 2012/3861/P

2. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings).

Proposed works involve excavation of basement beneath front garden and double-basement beneath rear garden, erection of 2-storey side extension at lower ground and ground floor level and rear extension at ground floor level all in connection with existing dwellinghouse

Made up ground and the clay substrate will be excavated to form the basement. Excavation will be phased to allow underpinning of the existing foundations.

The existing groundbearing floor slab will need to be removed for beam and block replacement.

For a limited duration there will be a slight increase in HGVs however Avenue Road is Class B road and therefore associated vehicles will not affect the amenity of the smaller residential streets.

Soil and rubble will be removed and construction materials received. The impact of the additional traffic along Avenue Road is likely to be negligible.

3. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting, etc.).

46 Avenue Road

50 Avenue Road

4. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

See attached “**Local Highways Plan (annotated)**” and refer to “**Site Setup Plan**” for access points

5. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

A start date during the first quarter of 2016 is currently being discussed. It is envisaged that the construction programme would be as follows:

Site set up – 2 weeks

Enabling and strip out – 4 weeks

Demolition of garage – 1 week

Piling – 20 weeks

Excavation – 15 weeks

Temporary support works – 8 weeks

Basement slabs – 6 weeks

Roof slab to rear basement – 6 weeks

Waterproofing – 6 weeks

Finishes – 35 weeks

Demobilisation – 3 weeks

Total 100-106 weeks

6. Please confirm the standard working hours for this site, noting that the standard working hours for construction sites in Camden are as follows:

* 8.00am to 6pm on Monday to Friday
* 8.00am to 1.00pm on Saturdays
* No working on Sundays or Public Holidays

We will work within the standard working hours for construction sites in Camden as set out above.

**Recommend condition 2:**

“Any noisy operations outside the standard hours cannot be undertaken without prior written approval of the Local Authority. The permitted times of working may be reduced in the case of noisy schedules.”

7. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers’ plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT. etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

No requirements anticipated but this is subject to confirmation by the M & E engineer (to be appointed shortly)

**Community Liaison**

**A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.**

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off. This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

**Cumulative impact**

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements should consider establishing contact with other sites in the vicinity in order to manage traffic routeing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

**The Council can advise on this if necessary.**

**1. Consultation**

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. Details of meetings including minutes, lists of attendees etc. must be included.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason should be given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Since the original planning application in 2012, the property owner has been in discussions with neighbours at 46 & 50 Avenue Road. No 46 has obtained permission for a similar scheme but the start date is not known.

A draft copy of this CMP has been provided to Roger Freeman (ward councillor) who has confirmed he has no comments.

A draft copy of the CMP was provided to the immediate neighbours (46 & 50 Avenue Road) with an invitation for comment. None was received.

**2. Construction Working Group**

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

Contact details for the construction team will be provided to all those potentially affected by the works. We strive to work with the local community and will provide monthly newsletters (a copy of which will be fixed to the hoarding with contact details provided). The site will operate in accordance with the Considerate Constructors Scheme.

**Details do not incorporate Camden’s Minimum Requirements; Recommend conditions 21-25**

The construction period will be limited to the tightest possible timeframe through good preconstruction planning.

Neighbours are welcome to talk to the applicant, contractor or architect in advance and during the works about any specific concerns or if noise levels cause undue disturbance.

Community liaison will be encouraged through the Elsworthy Residents Association (ERA). The applicant will provide details of the programme for noisy works to ERA and directly with affected neighbours.

**Condition 21**

Contractors shall keep residents and others informed about unavoidable disturbance such as from unavoidable noise, dust, or disruption of traffic. Clear information shall be given well in advance and in writing.

**Condition 22**

At all sites a Contact Board shall be displayed prominently; this is to ensure that problems can be rectified quickly, and that residents and others can channel their questions and complaints to a member of staff who has the authority to take action.

**Condition 23**

All Contact Boards shall include the following materials:

1. The title ‘Contact Board’
2. Name of the main contractor, address and person to whom correspondence should be addressed.
3. Name of the site manager.
4. Month and year of completion of works.

Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

**Condition 24** Occupiers in the vicinity who may be affected by noise from these works shall be notified of the nature of the works, a contact name, telephone number (including that to be used outside normal working hours), and address to which any enquiries should be directed. Such notification shall take place, where possible within, 2 weeks but, in any event, at least a week prior to the works commencing.

**Condition 25** The applicant shall ensure that a staffed telephone enquiry line is maintained at all times when site works are in progress to deal with enquiries and complaints from the local community. The telephone number (and any changes to it) shall be publicised widely in the local community affected by the works. It shall also be notified to the Noise and Licensing Enforcement Team on 0207 974 4444.

**3. Schemes**

Please provide details of any schemes such as the ‘Considerate Constructors Scheme’, such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the “[Guide for Contractors Working in Camden](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)” also referred to as “[Camden’s Considerate Contractors Manual](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)”.

The principal contractor Shell And Beyond Projects Ltd is registered with CCS – membership number C1600.

Development will be carried out within the CCS regulations and in line with the Considerate Constructors Scheme and Guide to Contractors Working in Camden.

**4. Neighbouring sites**

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

At present we are aware of the following construction sites in the vicinity of the site (see attached plan “**Current Local Developments**”):

42 Avenue Road – Knowles Basements

47 Avenue Road – Westgreen Construction

60 Avenue Road – Wolff Architects – contractor TBC

87 Avenue Road – Profin

The principal contractor has direct contact with the know contractors for these sites and they have been made aware of the proposed works. Consultation and coordination with the other sites will be an ongoing process and discussions relating to vehicle movement timings etc will take place prior to the main section of the construction process and will be continuous until completion to limit as far as possible and potential conflicting movements.

Swiss Cottage School and the UCL Academy will be contacted once a precise start date and programme has been agreed, to ensure there is no differentiation between proposed and actual start/end dates.

The schools will be consulted 3 weeks prior to start of the main phase of works (precise date to be confirmed) to allow for any potential concerns/ specific issues to be addressed in advance.

In any event, delivery times will be restricted to 9.30am to 3pm on weekdays during term times to avoid any impact on the schools and local traffic at peak times.

**Transport**

**This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.**

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the [CLOCS Standard.](http://www.clocs.org.uk/wp-content/uploads/2014/09/CLOCS-Standard-v1.2.pdf)

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor’s responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed [here](http://www.camden.gov.uk/ccm/cms-service/stream/asset/?asset_id=3345819&), details of the monitoring process are available [here](http://www.camden.gov.uk/ccm/cms-service/stream/asset/?asset_id=3345820&).

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

**Please refer to the CLOCS Overview and Monitoring Overview documents which give a breakdown of requirements.**

**CLOCS Considerations**

1. Name of Principal contractor:

Shell and Beyond Projects Ltd (SAB)

2. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our CLOCS Overview document in the appendix and CLOCS Standard point 3.4.7).

FORS Bronze accreditation as a minimum will be a contractual requirement, FORS Silver or Gold operators will be appointed where possible. Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment, and that all drivers servicing the site will have undertaken an approved Safe Urban Driving course. This will be included as a contractual requirement.

Where doubt exists, desktop checks will be made against the FORS database for relevant training details as outlined in the CLOCS Standard Managing Supplier Compliance guide.

A delivery booking system will be used which will require the entry of a FORS ID number in order for a delivery to be booked onto site. Where this isn’t appropriate, checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale.

Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on this risk scale. Results from these checks will be logged and retained.

Where the contractors own vehicles and drivers are used the above approach will be modified accordingly.

Collision reporting will be requested periodically from operators and acted upon when necessary.

3. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](http://www.clocs.org.uk/wp-content/uploads/2015/05/CLOCS-Standard-v1.2-APRIL_15.pdf) and included it in your contracts. Please sign-up to join the [CLOCS Community](http://www.clocs.org.uk/links-to-partners/) to receive up to date information on the standard by expressing an interest online.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

Confirmed by Stephen Merritt, Director, SAB Projects

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

**Site Traffic**

**Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.**

**4. Traffic routing**: *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur.”* (P19, 3.4.5)

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings,museums etc. Where appropriate, on routes that use high risk junctions (ie. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the [Transport for London Road Network](http://www.lscp.org.uk/lrsu/engineering_tlrn.html) (TLRN).

See attached

b. Please confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

A copy of the proposed routing for vehicles will be provided to all contractors and delivery companies. All will be required to call the site manager 15 minutes before arrival to ensure banksmen are deployed to assist with management of traffic and to ensure no other delivery vehicles are on site.

**5. Control of site traffic, particularly at peak hours**: “*Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries”* (P20, 3.4.6)

Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. (Refer to the [*Guide for Contractors Working in Camden*](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)).

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors**.** Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction.You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

**Vehicle type/no of visits per day/Dimensions**

1 concrete lorry/day maximum 9.0m x 2.5m – 40 weeks

2 spoil wagons/day maximum 9.1m x 2.6m – 40 weeks

1 material delivery/day maximum 7.5m x 2.45m – 60 weeks

Swiss Cottage School and the UCL Academy will be contacted once a precise start date and programme has been agreed, to ensure there is no differentiation between proposed and actual start/end dates.

The schools will be consulted 3 weeks prior to start of the main phase of works (precise date to be confirmed) to allow for any potential concerns/ specific issues to be addressed in advance.

Delivery times will be restricted to 9.30am to 3pm on weekdays during term time to avoid any impact on the schools and local traffic at peak times.

b. Please provide details of other developments in the local area or on the route.

At present we are aware of the following construction sites in the vicinity of the site (see attached plan “**Current Local Developments**”):

42 Avenue Road – Knowles Basements

47 Avenue Road – Westgreen Construction

87 Avenue Road – Profin

60 Avenue Road – Wolff Architects – contractor TBC

Planning records will be monitored as regularly as possible to ensure that the above list is updated and contractors working on any new developments are contacted in accordance with Clause 4 of this CMP.

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

The site is fairly small and only one vehicle will be on site at any one time so this is not anticipated to be an issue for this development.

Notwithstanding this a strict call off procedure will be enforced to ensure there is no conflict with vehicle movements. All drivers will contact the site manager at least 30mins in advance of arrival to confirm that any other vehicles have departed or are on schedule for departure prior to their arrival.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for necessary compliance checks. Please refer to question 5 if any parking bay suspensions will be required for the holding area.

N/A

e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of [construction material consolidation centres](http://www.tfl.gov.uk/cdn/static/cms/documents/building-on-the-benefits-of-consolidation-centres.pdf)).

Deliveries will be dealt with by one supplier to ease traffic impact. Grab lorries are proposed for removal of spoil – this allows the equivalent of 2-3 times the amount of spoil to be removed compared to a skip exchange method.

**6. Site access and egress:** “*Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.”* (P18, 3.4.3)

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

a. Please detail the proposed access and egress routes to and from the site

See attached proposed routing for vehicles to and from the site

b. Please describe how the access and egress arrangements for construction vehicles will be managed.

By trained traffic marshals with appropriate warning signs for pedestrians and road users.

c. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

There are no tight manoeuvres anticipated on entering and exiting the property, however we have attached a plan demonstrating this – see “**Swept path drawing**”

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled.

Whilst vehicles will not go into the part of the site where dirt/mud can get on the wheels, wheel washing facilities will be available as required and vehicles will be monitored on entry/exit to determine whether action /washing is required.

**7. Vehicle loading and unloading:** *“Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable.”* (P19, 3.4.4)

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 8 if any parking bay suspensions will be required.

See attached “**site setup plan**”. All delivery vehicles including grab lorries will park within the boundary of the site to avoid blocking Avenue Road. Materials will be off/on loaded and the vehicles will leave site. During arrival and departure, trained traffic marshalls will be on hand to assist and ensure safe passage for pedestrians, cyclises and motor traffic.

Whilst vehicles will not go into the part of the site where dirt/mud can get on the wheels, wheel washing facilities will be available as required and vehicles will be monitored on entry/exit to determine whether action /washing is required.

**Highway interventions**

**8. Parking bay suspensions and temporary traffic management orders**

Please note that a parking bay suspension should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, suspensions whose duration exceeds 6 months must apply for a Temporary Traffic Order (TTO). For parking bay suspensions of one year or longer, a Traffic Management Order (TMO) must be applied for.

Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction.

Information regarding parking suspensions can be found [here.](http://www.camden.gov.uk/ccm/navigation/transport-and-streets/parking/parking-bay-suspensions/)

None will be required

**9. Scaled drawings of highway works**

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

None will be required

b.Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

A hoarding will be erected to the frontage of 48 Avenue Road with safety signage and lighting. Pedestrians will not be impacted by this development. Banksmen will be on hand for when construction vehicles arrive and depart from the site. The hoarding is within the site boundary and does not extend onto the public highway.

**10. Diversions**

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

None will be required.

**11. VRU and pedestrian diversions, scaffolding and hoarding**

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered, these include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skips/ hoardings, etc.

A secure hoarding will generally be required to the site boundary with a lockable access

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

All construction activity will be within the site boundary. Main access gate to the property will open inwards to ensure that pedestrians and cyclists are not impacted by the works. Trained traffic marshalls will be on hand during entry and exit of the site by construction vehicles.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

None will be required

**Environment**

To answer these sections please refer to the relevant sections of **Camden’s Minimum Requirements for Building Construction (**[**CMRBC**](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=3257318)**).**

1. Please list all [noisy operations](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2)  and the construction method used, and provide details of the times that each of these are to be carried out.

For the basement dig, a piled box will be formed in the rear garden. Other basement works will be carried out using more traditional underpinning/retaining wall construction. All plant and machinery used will be modern and well maintained to help with management of noise. Where possible, sound protection will be used and noisy works will not commence until 9am.

2. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

In accordance with requirements, an acoustic survey will be submitted to the LB Camden to establish the existing background noise levels at key sensitive receptors in the surrounding area. The survey will set out the proposed works intended on site and provide the relevant acoustic details of the plant and machinery that will be used.

Whilst the build programme commenced on the 20th June, plant and heavy machinery is not due to enter the site for use until further into the programme. The noise survey referred to above will be submitted prior to any plant or heavy machinery being operated from the site. Based on the current build programme this will not commence until demolition of the garage (currently due to start late September)

3. Please provide predictions for [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2) and vibration levels throughout the proposed works.

See previous section

4. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](http://www.camden.gov.uk/ccm/navigation/environment/building-control/demolition/) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

Acoustic protection (eg Echobarrier) will be used during the noisier element of the works where possible to reduce sound leakage from the site. Hoarding to the frontage of the property will also assist in this regard.

Noise readings will be checked by the site manager and upon discovery of any excesses, the site manager will review how this can be avoided in future.

**Condition 3** The quietest and newest vehicles/plant machinery shall be used at all times. All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.

**Condition 4** The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009+A1:2014 ‘Noise and Vibration Control on Construction and Open Sites’. **When dealing with tall buildings, 3D modelling should be used to predict noise levels and Part 2 vibration (in the case of basement/underground works).**

**Condition 5** The main Contractor shall carry out prediction of noise and vibration levels before any work is carried out on site. These predicted noise and vibration levels shall be registered in the Construction/Demolition Management Plan.

**Condition 8** Where the measured noise levels are more than 3 dB (A) above the predicted noise levels or in the event of a complaint of noise an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that Best Practicable Means are being used to control the noise in accordance with the steps set out in the application for ‘prior consent’. Noise levels shall be reduced further if it is reasonably practicable to do so.

**Condition 9** In the case of vibration, measured vibration levels shall be compared with the criteria in BS 5228: 2009 part 2 (i.e. 1mms־¹ PPV for potential disturbance in residential and using a suggested trigger criteria of 2mms־¹ for commercial). Lower limits must be agreed with the Council if there is a risk that vibration levels may interfere with vibration sensitive equipment or other vibration sensitive objects.

5. Please provide evidence that staff have been trained on BS 5228:2009

Once the site team has been appointed, we can provide evidence of this training. Toolbox talks will occur weekly and topics include control of noise and dust.

6. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

The following measures will be considered as appropriate to mitigate the impact of dust due to the construction activities:

* Solid barriers could be erected around the site particularly to the neighbouring buildings and boundaries;
* There will no on-site bonfires;
* Site set-up to be planned to ensure where possible dust creating activities are located away from the sensitive areas;
* Demolition activities will use water as a dust suppressant;
* Adjacent road surfaces will be frequently swept to keep in clean;
* All loads entering and leaving the site will be covered where appropriate;
* All non-road mobile machinery will utilise ultra-low sulphur tax exempt diesel, where available;
* All road vehicles will be requested to comply with set emission standards;
* Cutting equipment will use water as suppressant or have a local exhaust ventilation system;
* Skips will be securely covered;
* A method statement will be developed as part of this Construction Management Plan prior to the works commencing to minimise gaseous and particulate emissions generated during construction.

7. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

Excessive dust is not anticipated from the basement works. The clay substrate will be regularly removed from the skip. Skips will be covered at night and when not in use to prevent earth drying and blowing in wind.

The pavement will be swept every evening. The road will be protected from damage by ply boarding. Any mixing of materials will not be permitted on the public highway. Materials will be moved onto site as soon as practicable.

Vehicles will not enter areas of the site where it is possible for muck to be transferred to the wheels of the vehicles. All loads on delivery vehicles will be covered upon exiting the site.

**Condition 10** The C/DMP shall identify all the dusty operations and establish the best available techniques are required to control dust emissions. The identified dusty operations shall be recorded in the Fugitive dust emissions should be prevented whenever practicable. When this is not practicable emissions should be controlled at source. Examples include correct storage of raw materials, organising the process in such a way that spillage is avoided, and maintaining high standards of internal and external housekeeping

**Condition 16** Important management techniques for effective control of emissions include; proper management, supervision and training for process operations; proper use of equipment; effective preventative maintenance on all plant and equipment concerned with the control of emissions to the air; and it is good practice to ensure that spares and consumables are available at short notice in order to rectify breakdowns rapidly. This is important with respect to arrestment plant and other necessary environmental controls. It is useful to have an audited list of essential items.

8. Please provide details describing arrangements for monitoring of [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2), vibration and dust levels.

Real-time alarms, audio recordings and vibration monitoring devices will be used for monitoring of noise and vibration levels. Dust will be monitored by the site manager. This will enable any breaches of pre-set trigger levels to trace and identify the source and precise time of the noise/vibration and quick remedial action taken when and where necessary.

The applicant, contractor and architect will be available on a regular basis to monitor noise

and disturbance and will provide contact details to neighbours so that they be easily contacted if any concerns arise.

**Condition 6** Noise attenuation screening to be used if deemed appropriate and noise monitoring to be carried out at the start and at regular intervals during each task period. Any mobile screens shall have sufficient mass so as to be able to resist the passage of sound across the barrier and to be free of significant holes or gaps between or under any acoustic panels or board materials as far as reasonably practical.

**Condition 7** Noise monitoring shall be undertaken using a combination of semi-permanent (continuous) and attended monitoring methods. The locations of the semi-permanent (continuous) and attended monitoring and the frequency of the sampling have previously been agreed with London Borough of Camden in writing.

**Condition 9** In the case of vibration, measured vibration levels shall be compared with the criteria in BS 5228: 2009 part 2 (i.e. 1mms־¹ PPV for potential disturbance in residential and using a suggested trigger criteria of 2mms־¹ for commercial). Lower limits must be agreed with the Council if there is a risk that vibration levels may interfere with vibration sensitive equipment or other vibration sensitive objects.

9. Please confirm that a [Risk Assessment](http://www.hse.gov.uk/risk/controlling-risks.htm) has been undertaken at planning application stage in line with the [GLA’s Control of Dust](http://www.london.gov.uk/thelondonplan/guides/bpg/bpg_04.jsp) and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence. Please attach the risk assessment as an appendix if not completed at the planning application stage.

This was not undertaken at planning application stage as this requirement was introduced after planning was granted. Risk Assessment has now been undertaken, which demonstrates the site is not High Risk.

Dust Risk Assessment and mitigation measures are attached.

10. Please confirm that all of the GLA’s ‘highly recommended’ measures from the [SPG](https://www.london.gov.uk/priorities/planning/supplementary-planning-guidance) document relative to the level of risk identified in question 9 have been addressed by completing the [GLA mitigation measures checklist.](https://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3347562&) Please attach this as an appendix.

Confirmed

Dust Risk Assessment and mitigation measures are attached.

All highly recommended measures have been addressed.

11. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the [SPG](https://www.london.gov.uk/priorities/planning/supplementary-planning-guidance). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

Not required

12. Please provide details about how rodents, including [rats](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/pest-control/about-the-pest-control-service.en), will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

4 weeks before commencement of works, the site will be investigated for evidence of rodents. If any evidence is discovered then the appropriate pest controls will be employed to prevent them from spreading out from the site.

A welfare area will be provided and no food will be allowed to be consumed outside of this area with all rubbish being collected and disposed of on a regular basis to prevent the attraction of rodents.

13. Please confirm when an asbestos survey was carried out at the site and include the key findings.

As this residential property is still in occupation an asbestos survey has not been carried out. Once the property is empty an intrusive survey will take place.

14. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of suitable smoking area, tackling bad language and unnecessary shouting.

Our site team understand these issues and sign up to a code of conduct which deals with these issues. Breaks are taken in the welfare area and the site is a no smoking zone. Radios and shouting on site is not allowed.

**Condition 26** Should noise/vibration/dust complaints arise from the building construction/building works, these complaints must be recorded in a complaint’s register and make available to the Local Authority, if requested. The complaint register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

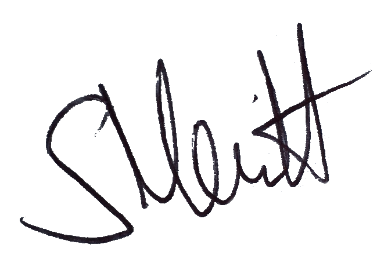
**Condition 27** Should complaints be received concerning works/activities, then all works/activities being the cause of complaint must cease (Tasks in progress accepted due to structural integrity issues), until such time as further agreement to work is negotiated.

SYMBOL IS FOR INTERNAL USE

**Agreement**

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council in writing and complied with thereafter.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

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**Signed:** .

**Date:** 25/08/2016 .

**Print Name:** MR STEPHEN MERRITT .

**Position:**  PRINCIPAL CONTRACTOR .

Please submit to: [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

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